



FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

FIRST CLASS MAIL

The newsletter dedicated
to Falcon lovers
... everywhere!

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The *Falcon* News

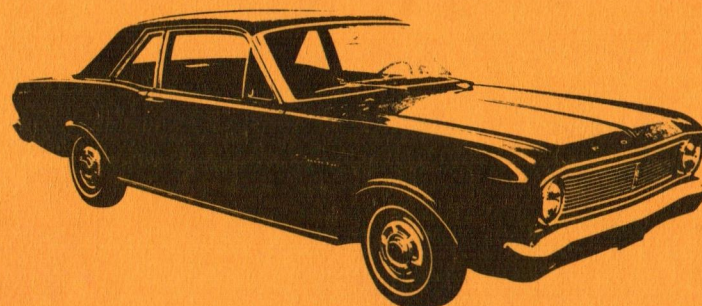
Commuters: Exciting news about
the Economy Run to Suburbia!



1st place won by shoe leather



2nd place won by Sears



3rd, 4th, 5th place won by Falcon!

When it comes to economy, the only thing that beats walking or pedaling is Falcon. Basically, the whole point of Falcon is to be economical. Low price, low maintenance, low gas costs. And these big savings are built into a car that's easy to park, tough, reliable; a car that's roomier by actual measurement than any other compact. Good reasons why Falcon, with its stronger body and more rugged suspension, is saving money for more suburbanites than any other compact car in America.



November 1989

Vol. 11, No. 4

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$17.00 (\$22.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 free ads per member per issue (limit of 50 words per ad). Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS - 1989-90

President: Gary Goddard, 7164 Hwy. 212, Covington, GA 30209. (404) 787-3793.

Vice President: Jim Hatcher, 8301 W. 92nd Terr., Overland Park, KS 66212. (913) 381-5679

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076. (501) 982-3260.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143. (501) 268-1470 or 268-8574.

Assistant Editor: Gary Goddard, 7164 Hwy. 212, Covington, GA 30209. (404) 787-3793.

Partsmaster: Charles Digiacomo, 1010 N. Hickory, Paris, AR 72855. (501) 963-3312
Gerald Gasser, 73 Rose Lawn Ave., Fairport, NY 14450.

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052.

Head Technical Advisor: Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467. (716) 334-6779
before 2 p.m. E.S.T.

BOARD OF DIRECTORS (Number of years in term)

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134. (901) 386-5894 (5).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827. (517) 663-4263 (4).

Tom O'Dell, 417 Valley View, East Alton, IL 62024. (618) 259-3052 (3).

Steve Springer, 10113 Vaquero Trail, Austin, TX 78759. (512) 335-8776 (2).

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599 (1).

REGIONAL DIRECTORS

EASTERN: Russell Hoeksema, 4519 56th St. W., Bradenton, FL 33507. (813) 792-0282.

NORTH CENTRAL: David Humes, P.O. Box 16, Oakwood, IL 61858. (217) 354-4825.

SOUTH CENTRAL: Dwayne Barber, 2424 Oak Grove Dr., Plano, TX 75074.

MOUNTAIN: Ray Roberts, 12272 W. Atlantic Dr., Lakewood, CO 80228. (303) 986-8932

PACIFIC: Charles N. Johnson, P.O. Box 820, Woodinville, WA 98072 (206) 481-7045.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA 92077.

The Ford Falcon Club of Los Angeles, 1163 Coolfield Drive, Covina, CA 91722.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN 55110-6466.

The Super 60's Ford Club, 10220 Loretta Ave., Cleveland, OH 44110.

Lower Mainland Falcon Owners Assoc., 13868 90th Ave., Surrey, BC, Canada V3V6L1.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas.

THE FALCON CLUB STORE

Falcon Club of America T-Shirt (short sleeve, white/red trim)	
Adult - S, M, L, XL; Child's - M, L	\$ 7.00
T-Shirts (white w/screen print colored pictures) 60-63 or 64-65 or Early Rancheros or 65 Rancheros S, M, L, XL	7.00
Sweatshirt (grey, navy, maroon & red trim-FCA logo)	
give 2nd choice on color S, M, L, XL	13.00
Golf shirt w/pocket, collar/FCA logo (blue, red, silver, burgandy)	
give 2nd choice on color S, M, L, XL	13.00
Ladies' Golf Shirt (pink, yellow, white/red trim, white/navy trim) S, M, L	13.00
Hat (mesh ball style w/FCA patch or winter weight) red	6.50
Convention Booklets (1981-1987)	each .50
Books: 1960/62 Reproduction Shop Manual (includes V-8)	30.00
Ford Falcon 1960-1970 (100 pgs. 180 ill.) Collection of articles from automotive magazines	14.00
Ford 1903 to 1984 (9 x 11) 384 pgs. (32 in 4-color)	15.00
1963 Falcon Sprint road test (8 pgs. 18 ill.)	4.00
Decal-National Club (for window)	1.25
Patches: National Club patch (3" round)	2.25
Ford Falcon (oval, blue & gold)	2.25
FALCON (rectangular, red & gold)	2.25
Jacket Patch FCA (9" round)	6.00
RANCHERO (rectangular 1" x 4")	2.50
FALCON with year (60 thru 70 plus 63½)	3.50
Memo Pad (FCA imprint)	.50
Ball Point (FCA The New Size Ford Imprint)	.75
Falcon Fender Cover (24" x 47" w/Falcon imprint)	16.50
Key Fob (leather w/Falcon medallion)	2.50
Poster (24" x 36") 28 color pictures of Falcons	5.00
License Plate (Falcon Club of America-white/red letters)	4.50
License Plate Frames (FCA logo)	each \$6 or pair 11.00
Sign-Metal-Printed	
"Falcon Parking Only"	12.50
"Parking for My Falcon Sprint"	12.50
Bumper Sticker (I heart) My Falcon) new vinyl	2.00
FCA Pin/Hat Tack	3.00
Pins/Hat Tacks: All pins	each 2.50
Futura Script (Silver)	Falcon Bar (red/white/blue) Large
Ranchero Script (Silver)	Falcon Bar (red/white/blue) Small
Sprint Script (Silver)	Silhouette of 1960-63 Ranchero
Falcon Script w/year (Silver)	Silhouette of 1963 Hardtop
(1960-1970)	Silhouette of 1964-65 Hardtop
289 Sprint V-8	Futura Bar (red/white/blue)
289 (white/blue)	V-8
289 V	
LIMITED EDITION BELT BUCKLE (oval FALCON)	10.00
Can Coolers	2.50
New 1½ hour Video of Conventions & Regional since 1981	12.00

POSTAGE IN THE U.S. Please add \$2.00 • PLEASE STATE SIZE
Canada & foreign orders please send money order (U.S. dollars) and
include \$3.00 postage. Please make checks and money orders payable
to Falcon Club of America. Send all orders to: ELLEN O'DELL, 417
VALLEY VIEW DR., EAST ALTON, IL 62024.

4 spinner wheel covers for 65 or 66, aver. cond., \$125; 2 bucket seats for 64 2-Dr., need rubber & re-uphol., otherwise good cond., \$60. W.N. Ransdall, HC 30, Box 78-D, Chiloquin, OR 97624. (503) 783-2030.

NOS orig. Ford 2-spd. elec. wiper motors for 60, 61, 62 Falcons. Replaces old vacuum motor w/no alterations. Even uses existing dash control and 12V outlet under dash. Limited supply so please call in your order if interested. \$75 postpaid. Bill Wilton, RD 3, Box 144, Old York Rd., Ringoes, NJ 08551. (201) 782-9483.

63 grille, 64 grille, both NOS in box. 65 grille, mint. Several other grilles, 63-65. Parting out 64 HT w/V-8 suspension and man. steering, 63 Squire Station Wagon, 64 Ranchero w/V-8 suspension, 63 4-Dr. Sedan. Call or write for specific needs. Charles Garcia, 823 E. 700, North Layton, UT 84041. (801) 546-4987.

63 Falcon parts: red dash pad, no cracks, \$100; sedan or wagon padded visors w/mirror, \$30; back up light taillight lenses, \$15 for pair; 62-63 trunk lock w/key, \$25; Futura horn ring, \$10; jack, early 63 type, complete, \$40; 4 bolt brake drums, 2 fronts, 2 rears (Ford), \$20 each. All parts are + shipping. Call or write. Bob Passino, 5188 E. Henrietta Rd., Henrietta, NY 14467. (716) 334-6779 before 2 p.m.

3-spd., C-4 auto. trans., orig. mated to 63 6-cyl. engine. Newly rebuilt, exc. cond., \$150 OBO. Neal Harris, Box 402, Rosemount, MN 55068-0402. (612) 432-2761.

4 13" wire spinner hubcaps for 64 Falcon, very good cond., \$125. Also other misc. Call or write, Wendell Gardner, 102 Serpentine Ave., Sequim, WA 98382. (206) 683-8087.

62 Wagon or Ranchero washboards, \$40 pr.; 60-63 black padded dash, like new, \$125; 63 Conv. bucket seats, \$125; 63 HT bucket seats, \$150; 60-68 grilles, \$30; 63-65 Conv. rear seats, \$30 ea. piece; 63-65 Conv. rear nut? trim, \$15 ea. piece; 63-65 header bow, exc., \$250; 64 Futura alum. rear trim, \$15; 63 Conv. rear qtr. wind regulators, \$25; 63 Conv. rear qtr. windows, \$25; 63 Conv. top frame less header bow, \$50; 63-65 top pumps and side cyls., \$25 ea.; 60-66 hood, doors, fenders, deck lids and much more; 63 Conv. console, \$15 and \$30. Dan Amey, 1771 Ragland Ave., Clearwater, FL 34625. (813) 797-6817.

60-65 taillight lenses w/o back-up, used, \$4 ea.; 13" wire wheel covers, \$80 set; 64-65 console, good cond., \$60; 60-63 fender skirts, \$50 pair; 63-65 Conv. sun visors (black), \$75 pair; 63-65 HT sun visors, \$50 pair; 63-65 Powes steering set-up, V-8, \$100. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

Parting out 64 Falcon 4-Dr. Station Wagon: doors w/glass, \$35 each; tailgate w/glass, \$40; rear side glass, \$15 each; gas tank, \$40; 3-spd. V-8 man. trans., \$100; 3-spd. steering column, complete, \$50; many other parts available, you look over and pick-up. SASE with needs, no collect calls. Kevin Nace, 1602 Rt. 309, Sellersville, PA 18960. (215) 257-5583 after 4 p.m. EST.

Parting out 63 Falcons: one Fordor Sedan and one Fordor Wagon. Doors, \$15 each, etc. Will trade parts for 61 parts. Rodney DeGroff, E12922 Shady Lane, Baraboo, WI 53913-9735.

PARTS WANTED

Need for 64 Conv. Red seat belts, inside window chrome, seat emblems for Conv. Ronald Becker, R.R. #3 Box 166D, Kendallville, IN 46755. (219) 347-3648.

I am still looking for original excellent red door panels for 65 Con. and excellent spinner hubcaps. Merl Hayn, 12226 ST RD 10, Argos, Indiana 46501. (219) 892-6309.

Need parts for 61 Tudor Wagon: Hood, bumpers, lower rear quarters, lower front seat cover and other parts. Rodney DeGroff, E12922 Shady Lane, Baraboo, WI 53913-9735.

Literature for Sale

1964 Falcon Service Manual, clean used, scarce, \$47.50. 1950-65 Fomoco Interchange Manual, \$27.50 (\$25 with service manual). 1965, 66, 67 Service Manuals, top quality full size reproductions. \$33.50. (Why Pay More?) All prices include shipping, continental U.S. Jim Lungwitz, Box 1078, Monticello, MN 55362.

1987 Falcon Calendars, full color, pictures and as seen at National Falcon Convention Banquet. \$3.00 ea. for complete calendar + 50¢ shipping. Rick Dilks, 307 N. Castle, Paola, KS 66071.

CHAPTERS

The Alamo Chapter

George Myers, 1202 Elks Pass Circle, San Antonio, TX 78232. (512) 494-8205.

The Arizona Chapter

Glen Beam, 18829 N. 12th Avenue, Phoenix, AZ 85027.

The Carolinas Falcon Chapter

Butch Willis, 403 S. Lane Rd., Mt. Holly, NC 28120. (704) 827-5982.

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN 38134.

The Eastern Virginia Chapter

Sam McCutchen, 5816 W. Hastings Arch, Virginia Beach, VA 24462.

The Founder's Chapter

Bill Woodell, Rt. 4, Box 536, Searcy, AR 72143. (501) 268-8574.

The Frontier Chapter

Don Heathcott, Falcon Lane, Rt. 4, Box 295, Paris, AR 72855.

The Gateway Chapter

Richard Tribout, 23 Raintree Ct., St. Peters, MO 63376. (314) 441-6653.

The Greater Bay Area Chapter

Brian Lukas, 1107 Curtis St., Albany, CA 94706. (415) 525-9226.

The Gulf States Chapter

Bonnie Stringer, 110 Nicholson Ave., Long Beach, MS 39560.

The Hoosier Chapter

Clifford Smith, 1210 Crescent Dr., Bloomington, IN 47401. (812) 336-5842.

The Keystone Chapter

Ed Snyder, 818 W. Callowhill, Perkasio, PA 18944. (215) 257-2422.

The Land of Lincoln Chapter

Ed Kavanaugh, 233 Malibu Dr., Bolingbrook, IL 60437. (312) 739-0199.

The Lone Star Chapter

Marty Martin, 2910 O'Henry, Garland, TX 75042.

The Mason-Dixon Chapter

Phillip Barber, 2574 Riva Rd. #17A, Annapolis, MD 21401. (301) 266-8271.

The Mid-America Chapter

Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

The Mile Hi Chapter

Barbara Sparks, 6900 Mariposa, Denver, CO 80221. (303) 427-8340.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI 54911. (414) 731-2708.

The North Coast Chapter

Walt Sedlak, 13009 Bangor Ave., Garfield Hts., OH 44125. (216) 663-0817.

The North Star Chapter

John MacKay, 3511 37th Avenue N.E., St. Anthony, MN 55421.

The Northeast Chapter

Howie Wheeler, 31 Metcalf Rd., Tolland, CT 06084. (203) 871-6916.

The Northwest Falcons Chapter

Bill Crooks, 3918 S.W. Arroyo Ct., Seattle, WA 98146. (206) 244-3918.

The River City Chapter

Ron Wilson, 7701 Oakwood Lane, Citrus Heights, CA 95621.

The Rocky Mountain Chapter

Dave Jeffries, 4965 El Camino Dr., Col. Springs, CO 80198. (719) 599-0085 evenings.

The Sooner State Chapter

David Elledge, 1325 NW 21st St., Oklahoma City, OK 73129. (405) 528-0335.

The Southeast Chapter

Alvin H. Roberson, Jr., 317 Peebles Road, Aragon, GA 30104.

The Suncoast Chapter

Dan Amey, 1771 Ragland Ave., Clearwater, FL 34625. (813) 797-6817.

The Wasatch Chapter

Charles Garcia, 823 E. 700 North, Layton, UT 84041. (801) 546-4987.

President's Message

I would like to congratulate The Lone Star Chapter for the fine job they did hosting the 1989 Texas Regional II show. It was good to see old friends and meet new ones. We hope to be able to announce several new chapters soon.

Remember the Falcon Club Store for your Christmas list. Ellen has a large selection of gift items. Order now for early delivery.

Gary Goddard, President FCA

Editor's Message

This is the next to last issue we will be your editors of The Falcon News. We are trying to get in as much as possible in each issue. You will notice this month we are continuing Ted Dосkаrіs' article on rebuilding an engine. The December issue will carry the conclusion and have photos.

The new editor starting January 1990 will be Bronson Netterville of Nashville, Tennessee. Bronson has been a Falcon club member for quite some time and is very interested in the club and taking over the editorial duties. We look forward to his input and many new features and ideas appearing in upcoming issues. Bronson is to come visit us before Thanksgiving and discuss the transition. We will remain as printers of the newsletter and look forward to working with Bronson each month.

Notice elsewhere in the newsletter that all correspondence to the editor which would be received AFTER NOVEMBER 10th should be sent to Bronson in Nashville, TN.

Happy Thanksgiving.

Bill & Kathy Woodell, Editors

Is Your Address Correct

Please take a few minutes to look at the address label on the back of this newsletter and see if we have your name and address correct on our computer. If any changes need to be made, send this information to FCA, P.O. Box 113, Jacksonville, AR 72076. Thank You.

Membership Directory Update

It is time to update our membership roster. We are planning to send a new one out in January. Don't delay — send in your current information as soon as possible.

Please send to FCA, Attn: Jim, P.O. Box 113, Jacksonville, AR 72076.

NAME _____ FCA # _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____ SPOUSE'S NAME _____

CAR INFORMATION

YEAR _____ STYLE _____ YEAR _____ STYLE _____
YEAR _____ STYLE _____ YEAR _____ STYLE _____

Body Style examples: 2 Dr. Futura Sedan or Hardtop, 2 Dr. Sports Coupe, 4 Dr. Station Wagon, etc.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

CARS FOR SALE

67 Falcon Futura 2-Dr., ivy gold, 200 ci 6-cylinder, C-4 auto., in very good cond. and runs good, \$900. Call anytime. Curtis Tomashoff, 2116 N. 193rd St, Seattle, WA 98133. (206) 364-9786.

68 Falcon, 200 6-cyl, A/T, 51,000 actual miles, orig. Florida car, excellent cond., new tires, shocks and master cylinder, \$1500 neg. Mark Laidler, 35 Freedom Dr., Dayton, OH 45431. (513) 254-7905.

64 Futura Hardtop, 170/6, auto., ps., 53,000 orig. miles, no rust, straight, totally complete, everything works. New headliner, door panels, rebuilt trans., \$2500 OBO. Charles Garcia, 823 E. 700, North Layton, UT 84041. (801) 546-4987.

63 Futura Hardtop, totally original, 2nd owner, 170/6, auto., bucket seats, console, padded dash. Very restorable, needs work, runs well, \$1500 OBO. Charles Garcia, 823 E. 700, North Layton, UT 84041. (801) 546-4987.

64 Falcon Futura HT, 260 4-Spd., 3:55 8 inch rear, bench seat, moons, front disc, new brakes, tires and quarter panels, two sets of fenders and hood, Hurst shifter, headers, some new rubber, 65 parts car, car is apart, \$2000 invested, \$1500 OBO. Clint Ring, 919 West Highland, Ponca City, OK 74601. (405) 765-8116.

62 Falcon Sedan Delivery, 6-cyl, std. trans., red, new correct seat covers, \$1200. Rev. Jim Keith, 305 W. Main, Magnolia, AR 71753. (501) 234-1017.

63 Falcon 4-Dr. Sedan, 65,000 one owner miles, 6-cyl, auto., black ext./int., factory air car, \$1200. Rev. Jim Keith, 305 W. Main, Magnolia, AR 71753. (501) 234-1017.

66 Falcon Ranchero, V-8, factory 4 bbl, auto., factory air, ps, pb, bucket seats, console, ext. decor trim package, new paint, \$3500. Rev. Jim Keith, 305 W. Main, Magnolia, AR 71753. (501) 234-1017.

63 Futura 2-Dr. Sedan, V-8, auto., \$900; 62½ Futura Sport Sedan, beautiful, \$4900; 61 Futura, very good cond., \$1500; 63½ Sprint 2-Dr. HT, V-8, auto., \$1500; 65 Sprint 2-Dr. HT, beautiful, \$8000. Cleaning out cars to put more effort in parts sales. Cars for sale for pay off. Rick Dilks, 307 N. Castle, Paola, KS 66071. (913) 294-2599.

63 Falcon Tudor Sedan, 6-cyl, 3-spd., needs restoration, has 64 Comet interior, \$300. Rodney DeGroff, E12922 Shady Lane, Baraboo, WI 53913-9735.

66 Futura Sports Coupe, dark blue, black interior, 6 cyl auto. Very good cond. 115,000 miles. Small amount of rust, hub cap missing. \$2,000 or best offer. Bob Buntin, 91 South Main St, Sherborn, MA 01770. (508) 653-9484.

LEAD ON CAR

68 Falcon, 4-door, excellent condition, original upholstery, looking for caring owner. Judy Robison, 3515 Jasper Lane, Wheatland, CA 95692. (916) 741-3308 after 1 p.m. California time.

CAR WANTED

Wanted: 63 Futura or Sprint Conv., V-8, 4-spd., no rust and needing only minor work. Brian Sparks, 207 Ross Hill Rd, Lisbon, CT 06351. (203) 376-8841.

PARTS FOR SALE

Fordomatic 2-speed rebuilding kits with gaskets, o' rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings, \$80. Specify engine size and year. Bands, \$40. ea., adjustable modulator, \$8. Bushings, washers, pumps and misc. hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194. (617) 449-2065 evenings.

Order for Christmas Early!!

The Club Store has a large supply stocked up for Christmas. Check out the list in this newsletter and order early to insure delivery by December 25th.

New FCA Members for November 1989

Sherlie A. Magers (4219)	1605 28th St. Apt. A	Sacramento, CA 95816
Dave Larsen (4220)	1359- N. 1325 E.	Layton, UT 84040
Brian K. Sanderson (4221)	1208 Doubles Ln. # 802	Arlington, TX 76017
Marty A. Lovelace (4222)	2807 Elderwood Rd.	Salem, VA 24153
Nelson H. Stickley (4223)	303 West Amhurst Pl.	Sterling, VA 22170
Roger L. Price (4224)	# 22607 Heroy	Otis Orchards, WA 99027
Duane A. Schmidt (4225)	1990 Post St.	Galesburg, IL 61401
Mark D. Milton (4226)	610 Kentucky Ave.	Woodland, CA 95695
William H. Baldwin (4227)	41 E. Lancaster St.	Red Lion, PA 17356
Nicholas Kanacracus (4228)	821 Pleasant St.	Worcester, MA 10602
Rudy Gross (4229)	714 N. 11th St.	Allentown, PA 18102
Kenneth A. Doerner (4230)	400 Brinker St.	Bellevue, OH 44811
Dennis W. Miller (4231)	Box 272, 314 Market	Holmesville, OH 44633
Danny L. Knoles (4232)	RR 1, Box 203B	Petersburg, IL 62675
Lori J. Schwietzer (4233)	706 Abraham	Firth, NE 68358
Soni L. Andreini (4234)	1995 Wind Rose Ct.	Merced, CA 95340
Charlotte A. Lehmann (4235)	1140 Ivy Dr.	Fairbanks, AK 99709
Anthony S. Adamo (4236)	774 Greenville Ave.	Johnston, RI 02919
Edward L. Call (4237)	211 E. Pearl Ave.	Stockton, CA 95207
J.W. Patzig (4238)	11383 N. Jack Tone Rd.	Lodi, CA 95240
Carlos Del Valle (4239)	28156 Alaminos Dr.	Saugus, CA 91350
Chuck Latty (4240)	33129 W. Chicago	Livonia, MI 48150
Elizabeth L. Wirs (4241)	220 Upper Stump Rd.	Chalfont, PA 18914
Terry Gault (4242)	145 Bonview	San Francisco, CA 94110
Odd Justad (4243)	6302 164 S.E.	Issaquah, WA 98027
Louis J. Kovach (4244)	742 Ferndale Blvd.	High Point, NC 27260
Karl A. Kammer (4245)	P.O. Box 52	Pearl River, LA 70452
Warren L. Hillwig (4246)	514 Riverview	Derby, KS 67037
Gerald W. Bordelon (4247)	2874 Old Elm Lane	Germantown, TN 38138
John D. Pittmon (4248)	1205 S. Green St.	Longview, TX 75603
Catherine M. Butler (4249)	655 Best St.	Vicksburg, MI 49097
Walter H. Srenaski (4250)	1212 Chantel St.	Green Bay, WI 54304
Frank G. Gallucci (4251)	330 Mohican St.	Leter, PA 19029

RULES FOR CLASSIFIED ADVERTISING

All ads for the classified section of the newsletter must appear with a member's name to be considered a free ad (see page 2) or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each (classified ads are limited to 50 words or less). All items listed in the classified **must** have a price. Ads submitted without prices will be returned to sender.

The Falcon News will accept paid Commercial Ads for the newsletter. They must be sent to the editor. All ads must be received by the 10th of the month to appear in the next month's issue of The Falcon News. Payment must accompany all ads.

ALL COMMERCIAL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN THE FALCON NEWS ONLY WHERE SPACE PERMITS. SEND CHECKS PAYABLE TO FCA.

COMMERCIAL AD RATES: FULL PAGE... \$50.00 QUARTER PAGE... \$20.00
(Price per month) HALF PAGE... \$30.00

1/4 page photo ad \$15.00 for members \$25.00 for non-members

Only Falcon related ads will be accepted for The Falcon News. **Warning:** The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know any experience, good or bad. The Falcon Club of America has the right to reject any or all commercial ads.

Calendar of Events

Arkansas - The Founder's Chapter meets the second Saturday of each month. Please mark your calendar & watch the newsletter for the place and time.

Texas - The Alamo Chapter will hold its regular meetings at 1:00 p.m. the second Sunday of each month.

Washington - The Northwest Chapter of the Falcon Club of America announces their new permanent meeting place and time: Korum Ford in Puyallup, WA the first Sunday of each month at 1:00 p.m.

Kansas/Missouri - Mid America Falcons Chapter meets on the first Friday of every month. For more information call (913) 294-2599 or (816) 452-1967.

November 11, 1989 - Arkansas - The Founder's Chapter will meet at the Woodell's home in Searcy for an afternoon car meet and potluck dinner. Come at 2:00 and we'll eat about 4:00. Drive those Falcons and bring a prospect.

November 17, 1989 - Colorado - The Mile Hi Chapter will have a meeting and election of officers, 7 p.m., Public Service Bldg., Hampden and Kipling.

November 17, 1989 - Maryland - The Mason Dixon Chapter will meet at the McGill Recreation Center, Zimborski Avenue, Fort Meade, MD from 6:30-9:00 p.m. This will be a technical workshop/social meeting. Bring a technical tip, project small enough to bring inside, or some questions relating to our Falcons for group discussion. Coffee will be provided. For more info. call Phil Barber, (301) 266-8271.

December, 1989 - California - The River City Chapter will participate in the Towe Ford Museum's "Car Club Cavalcade." We will display six Falcons along with signs, models, and literature portraying the history of the Falcon automobile in the Museum for one month. Call Ron Wison at 725-4110 for more information.

December 2, 1989 - Colorado - The Mile Hi Members will have a Christmas Dinner Party and installation of new officers and board, Amici's Restaurant, 92nd and Wadsworth, 6:30 p.m.

December 9, 1989 - Arkansas - The Founder's Chapter will have a Christmas party at 4:00 at Po Folks Restaurant at the Wyldewood Exit in Sherwood (No. Little Rock). Bring a wrapped Christmas ornament (value of approximately \$3) for an exchange. We will have door prizes and games and lots of fun.

August 8-10., 1989 - 11th ANNUAL NATIONAL MEET in St. Louis, Missouri.

October 26-27, 1990 - Arkansas - Fall Regional Meet, Hot Springs, Arkansas sponsored by The Founder's Chapter.

Meet Reports

The proposed new Cornhusker Chapter held it's first meeting on September 24, 1989 at Bonanza in Lincoln, Nebraska. We appointed officers for the first year: President Jim Verhoeff, Vice President Steve Swanson, Secretary/Treasurer Lori Schweitzer. Although the turnout was small, we expect rapid growth. The next meeting is set for October 22, at 4:30 p.m. at the same location.

The Rocky Mountain Chapter met for lunch September 16 at The Mason Jar restaurant in Colorado Springs. It was a beautiful day for a Falcon event and we had sixteen people turn out. After lunch we cruised over to Pike's Peak Auto Hillclimb Museum in Manitou Springs, Colorado. We had four Falcons show up, two Sedans, one Ranchero, and even a Sedan Delivery!

The North Coast Chapter met on September 10, 1989 for a swim party, cookout, and homemade wine tasting party at the home of Jim Feldhouse in Akron, OH. Wives and children were present to enjoy the party and partake in discussions about the various Falcons that were brought to the party. Everyone contributed to the gourmet food selection. Jim Cook and his wife, from Norton, OH, were present and have extended an invitation to the Falcon Club members to have a meeting at their home where they manufacture wiring harnesses for Mustangs. They are very similar to Falcon harnesses. As soon as a date is picked (probably in the spring), we will send additional information to all members of the North Coast Chapter.

The Carolinas Chapter held its September meeting at members Ken and Barbara Earnhardt's home for an afternoon of Falcon talk and a cook-out. There were 21 members present and 12 cars from 1960 to 1965 on display for picture taking. Everyone enjoyed the food and fellowship. The next meeting is scheduled for the first Monday in October at the Western Steer Steak House on Billy Graham Parkway in Charlotte, N.C.

* Top Window Seal Poll Results * 1963-1965 Convertible Owners Only

* Responses to the poll have reached 175. I will continue to receive requests through the month of December.

* The manufacturer has agreed to start limited production of these top seals now that he has called several people responding to the poll, and now that we have at least 150 confirmed responses.

* IF ANYONE HAS NOT RESPONDED, PLEASE SEND A POSTCARD WITH NAME, ADDRESS AND TELEPHONE NUMBER TO MY ADDRESS BELOW.

* I must remind everyone that I cannot respond to your many questions regarding these seals. Please read the following:

* The seals are NOS quality pressure molded seals produced in a compression mold. Each seal has a built in steel insert. There are seven separate pieces, each one different. The seventh seal is an extrusion to seal the top to the windshield. Anyone responding to the poll will be notified via mail when the seals are ready for shipment.

* You will order direct from the manufacturer. The manufacturer is located in Oregon and makes extremely high quality parts most of which are for Mustangs. The seals will be available later to Falcon Parts Vendors. The first production run will be for Falcon Club poll respondees only. Delivery of the first seals will be in December. The cost is about \$200.00.

* Please reply to: Alan's Restorations
P.O. Box 2126
Truckee, Calif. 95734-2126

Technical Help Answered

"Clutch Chatter" can be traced to problems with the disk. Disks are constructed by riveting friction material to the thin outer area of a metal disk.

If the clutch is to be smooth, it is essential that the metal between the friction material has a spring action. The manufacturer does this by making this area wavy similar to a bellville washer. This creates a cushion allowing a smooth transition as the clutch disk is squeezed by the pressure plate and flywheel.

Rebuilt disk units are many times assembled using a center section that has lost its spring action. Before installing a rebuilt disk, take a look at the side view and make sure that the front and rear friction material are held slightly apart by the spring action of the center section. If you have a disk with no gap, take it back and ask for one that has been properly rebuilt.

When putting everything together, don't forget the basics. All friction surfaces from flywheel to the pressure plate must be free from oil or grease. Also make sure that the linkage is free and not binding and last, adjust the clutch to have about one inch of free play.

Tom Morgan, 23011 Carter Rd., Bowling Green, OH 43402

New FCA Members for August 1989

(Continued from last month's issue.)

James A. Day (4174)
James L. Cook (4175)
Mathew Stevenson (4176)
Michael Singer (4177)
David P. Golden (4178)
Clarence Bickham (4179)
Gregg Beyer (4180)
George Rokita, Jr. (4181)
James L. Nunamaker (4182)
Richard J. Liblen (4183)
Larry G. Wieseckel (4184)
Edward R. Kowalsky (4185)
Daniel W. Kowalsky (4186)
Harley W. Horton (4187)
Jeffrey A. Adamson (4188)
R. Burce Knott (4189)
Alfred A. Reyes (4190)
John C. Lamont (4191)
Kenneth D. Neff (4192)
Eugene S. Vagi (4193)
Steve Skiff (4194)
Michael Brown (4195)
Donald E. Waters (4196)
Helen & Tom Grumbein (4197)
Harold R. Krause (4198)
Ralph A. Gamel (4199)
George W. Huddle (4200)
Thomas W. Gryska (4201)
Larry D. Morgan (4202)
Ray Morris (4203)
Chris Fairholm (4204)
Marv Anderson (4205)
Sharon G. Elledge (4206)
Sonny O. Boewetz (4207)
Brian Sparks (4208)
George M. Hetrick, Jr. (4209)
Joseph J. Russell (4210)
David K. Mithcell (4211)
Lee T. Thorpe (4212)
Joe L. Stevens (4213)
Vernon B. Williams (4214)
Russell Cruet (4215)
Mark R. Trueblood (4216)
Michael L. Spain (4217)
James D. Brasfield (4218)

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5 Belladonna Ct.
2 Noah Ct.
3606 N. Hatch Rd.
109 W. Huntington St.
5494 W. 220th St.
9879 Oak Place E.
1405 S. Caldwell
2117 N. Blue Mills Rd.
RD 3, Box 472
4092 Schoeneck Rd.
Rt. 2, Box 295
14080 Angie Rd.
9603 Hardy
P.O. Box 174
767 Friar
316 E. Green W.
7000 W. 83rd St.
1325 N.W. 21
16413 McKinley
207 Ross Hill Rd.
27 E. High St.
RFD 1, Box 416
1177 Pleasant Valley Rd.
10498 Bar Ranch Rd.
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13544 King Henry
315 McArthur Ln.
308 Water St.
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511 Meadow Lane

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Friendship, NY 14739-0143
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Brethren, MI 49619
Lakewood, CA 90712
Hilbert, WI 54129
San Antonio, TX 78221
San Antonio, TX 78221
Lincoln, NE 68507
Des Moines, IA 50317
Owings Mills, MD 21117
Sacramento, CA 95831
Merced, CA 95340
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Baton Rouge, LA 70816
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Webster City, IA 50595
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Aberdeen, MS 39730

Texas Regional A Big Success

On behalf of the Lone Star Chapter members and officers, a heartfelt "Thank you" for and to all those who attended the Texas Regionals.

We had a total of 44 cars registered for this event, all of which were winners in my opinion. In retrospect, the cars are getting better and better, but the cars are a reflection of their owners, so it's all a natural thing. All of the people in the FCA are winners!

An informal meeting was held with Gary Goddard and all attending chapter presidents or their representatives. The topic was centered around the newsletter and changes all wished to see accomplished. Gary was plenty busy taking notes and addressing questions. Most of the changes are being considered and will be put to the Board of Directors for vote.

I look for good things to happen in the future and ask all of you to be patient and give Gary your support.

Marty Martin, President, The Lone Star Chapter

* Note Change of Address*

New address to send classifieds and mail to the Editor.

If your letter will reach the Editor after November 10th, send the correspondence to the new FCA Editor:

G. Bronson Netterville
6621 Highway 100
Nashville, TN 37205

Please make note of this change.

Tech Help Wanted

I need some help in finding someone that sells or knows how I could make the convertible top side hold down cables for a 1963 Falcon. The ones on my car were missing and the length or placement as to where the cables should stop on the frame toward the side glasses are unknown! Thank you,

Mike Chandler, 1849 Patrick Road, Pulaski, TN 38478

P.S. Some say the cables must run the full length of the convertible top. Some say just over half way and stop short of the rear side glasses (?).

August 11, 1989

Any FCA member who has a suggestion, problem, or complaint that pertains to the FCA should contact their Regional Director first.

GUIDE LINES FOR REGIONAL DIRECTORS

Regional directors will provide liaison between the chapters and the national staff to provide support for:

- Assist regional members and chapters with initial evaluation of suggestions, problems, or complaints.
- Assists and coordinates chapters hosting regional and national meets.
- Contact each chapter in their region on a monthly basis.
- Assists national chapter coordinator with new chapter formation.
- Coordinates region chapter event dates to avoid conflicts with other FCA or other auto club events.
- Contact the president and other regional directors on a quarterly basis with a regional status report. (Board of Directors may want to assign one director as National Director for others to report to).
- All regional chapters will provide their Regional Director with a copy of their newsletter or a report of activities/events.

All Regional Directors are eligible to attend the National Board of Directors meeting, and should submit a report of their regional at that time for reimbursement.

Roy Sword
Tom O'Dell
Charlie Johnson
Ray Roberts

Committee for guide lines.

1st Regional Meet a Big Success

We recently held the First Eastern Regional meet of the Falcon Club of America. The meet was held on Sept 8 and 9 at the Holiday Inn in Livingston, N.J. In attendance were 59 Falcons from as far away as Texas. We also had a small swap meet with vendors from as far away as Florida. There were 85 people in attendance at our awards banquet. There were trophies, in nine classes and also for longest distance, oldest Falcon, ladies choice, and peoples choice. We had door prizes at the banquet which were donated by Causeway Ford, and a drawing for a 4-drawer part bin donated by the Wurth Fastener Co. Even though this was our first try at an overnight show it was a big success thanks to the F.C.A. membership and the support of our national officers. There was a lot of planning put into the show by a committee made up of Northeast Chapter members: Vinny De Lucia, Tom Massarelli, Milt Robar, and chapter president Howie Wheeler. Also from Keystone Chapter, members Steve Bortko, Frank Servas Jr., Marin Ennis, Matt Scioscia, and chapter president Ed Snyder. There was also a lot of help by a lot of members at the show itself. The committee would like to thank these men and women for their able assistance.

We would like for this to be the first of many Eastern Regionals. We are already planning for next year's second annual. Without our great members there cannot be F.C.A. shows, so we would like to see all of you and more at next year's show. I think all will agree that we had a great time.

Keep them Falcons alive,
Chris Scioscia
Committee Chairman

'65 Convertible Sprint Roster

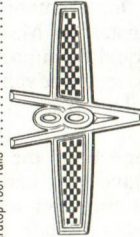
Dear Members,

I am making a list of '65 Convertible Sprint owners and I feel that there are a few more out there that did not get on the '65 list. I would appreciate any replies from owners or of known cars with door plate numbers. I have a list of 16 that I am trying to confirm now. I feel fortunate to own one of the 300 myself and will return a list to all known owners.

Merl Hayn, 12226 ST RD 10, Argos, IN 46501, (219) 892-6309.

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1960-65 Windshield rubber, all 2-dr. & 4-dr. sedans	 \$50.00
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1960-65 Rear window rubber, all sedans	 \$57.50
1963-65 Rear window rubber, fls hdp only	 \$57.50
1960-64 Falcon trunk lid seals	 \$16.00 ea
1960-63 Tail light housing to body seals, Falcon only	 \$6.00 pr
1964-65 Tail light housing to body seals, Falcon only	 \$10.00 pr
1960-65 Tail light lens gaskets	 \$4.00 pr
1961-64 Park light lens gaskets, Falcon only	 \$3.00 pr
1963-65 Door seals for hardtop and conv	 \$75.00 pr
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1963-65 Vent window seals, hdp and conv	 \$60.00 pr
1963-65 Back of vent window seals, hdp and conv	 \$10.00 pr
1963-65 Front of quarter window seals with metal insert, like original	 \$20.00 pr
1963-65 Hardtop roof rails	 \$175.00 pr



C40Z-16228-B Sprint V8 Emblem
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Exact of original, not one detail overlooked. Mfg. USA on our dies.
C20Z-16178-79-A, \$75.00 pair.
All of the above parts Mfg. USA in our shop, using the best material available. Lots more Falcon parts coming. Write your needs. Add \$3.00 for shipping per order. State year and body style when ordering. Send for Falcon & Comet Catalog \$2.00.

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Attention: Lost Car Cover

At the National Convention in Overland Park, Kansas a car cover was lost. It was last seen hanging on the fence in the back lot. If anyone has any information please call (913) 294-2599. Thank you.

Rick Dilks

Ford 289 in3 Cleveland Engine Project

by Ted Doskaris

(Continued from last month.)

I had long time friend and professional sheet metal mechanic, Steve Zlatunich, help with the installation of the engine with its Cleveland heads and exhaust manifolds into my '63 Falcon engine bay. In order to accommodate the cast iron exhaust manifolds, I determined that the spring tower (center area only) motor mount flaring had to be trimmed and recovered approximately 3/4 inch from the tower wall surface down to the motor mount area. (No additional spring tower trimming at other areas proved necessary, however). This trimming requirement was also pointed out by B & A Ford. Steve was able to accomplished this with his electric welder in such a fashion that the result appeared as though the "factory" stamped it that way in the first place. As far as the engine block is concerned, I had to trim off the driver's side tooling boss near the top of cylinder #5 to allow for the unobstructed mounting of the exhaust manifold. I also trimmed the passenger side exhaust manifold tooling bosses from the casting side and bottom as a precaution for starter motor power lug clearance and to avoid marring the engine bay during installation. However, #2 & #3 spark plugs and some of the exhaust manifolds' bolts are not removed any too easily during servicing. Otherwise, all the other plugs are actually more accessible than the Windsor head 260 engine. Accessibility further improved when I changed from the original Falcon generator to an alternator using the 1966 289 cast iron mounting bracket and pulleys. The passenger side cylinder head was drilled as per B & A specification to allow for the bracket to mounted. Incidentally, I found that the stock Cleveland style engine hoist rings had to be torched off the exhaust manifolds once the engine had been lowered so that the motor mounts would properly drop into place since the engine favors the passenger side of the car. Also, the cast valve covers were left off the engine during installation so as to avoid certain damage to them.

Once the engine was installed and fired for the immediate break-in, I empirically discovered that 22 (twenty two) degrees initial advance produced the best vacuum reading of 12 inches at an idle of 650 rpm. Furthermore, when the engine was brought up to 1600 rpm or so, vacuum would suddenly jump to 16 inches then level out to 18 inches with additional increase in rpm's. In addition to the engine's newness, I suspected these characteristics were the result of the Cleveland head open chamber slow burn nature along with relatively large valves and ports. For this reason, I had decided to install an MSD ignition to improve on the heads' less than ideal flaggregation properties. Idle quality improvement was most noticed when starting the engine cold. I later had the box stock spark advance curve within the Accel rebuilt (Ford) distributor better tailored by a professional shop.

Engine cooling could be better even though I had the stock V8 radiator previously re-cored to 3 rows in anticipation of this project. I have long had a supplemental transmission oil cooler. On hot days, the cooling system temperature can reach 210 degrees for low speed driving (worse when stopped) even with the Hayden 7 blade motorhome flex fan installed. Interestingly, the engine does seem to run best at 190 to 205 degrees. I later installed a shroud to help the situation, however, additional cooling capacity would be welcomed for hot days and should be considered a necessity for typical 70+ degree climates. I also discovered that the motor mounts would benefit from having a heat shield installed because of their close proxim-

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1965	30.00	Gear Shift Boot	14.00	1966	10.00	Horn Ring 1960-63	8.00	1963-65 Hardtop	57.00
1966	30.00	Seat Valance for	25.00	1967	19.00	Rear Ash Tray Convert.	8.00	Ranchero, All	57.00
1967	30.00	Bucket Seats (ea.)	25.00	1968	19.00	Rear Ash Tray Housing	19.00	Door Seal, All 2 Door	55.00
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								Accelerator Pedal	10.00
								1960-63 Tail Lamp Pads	7.50
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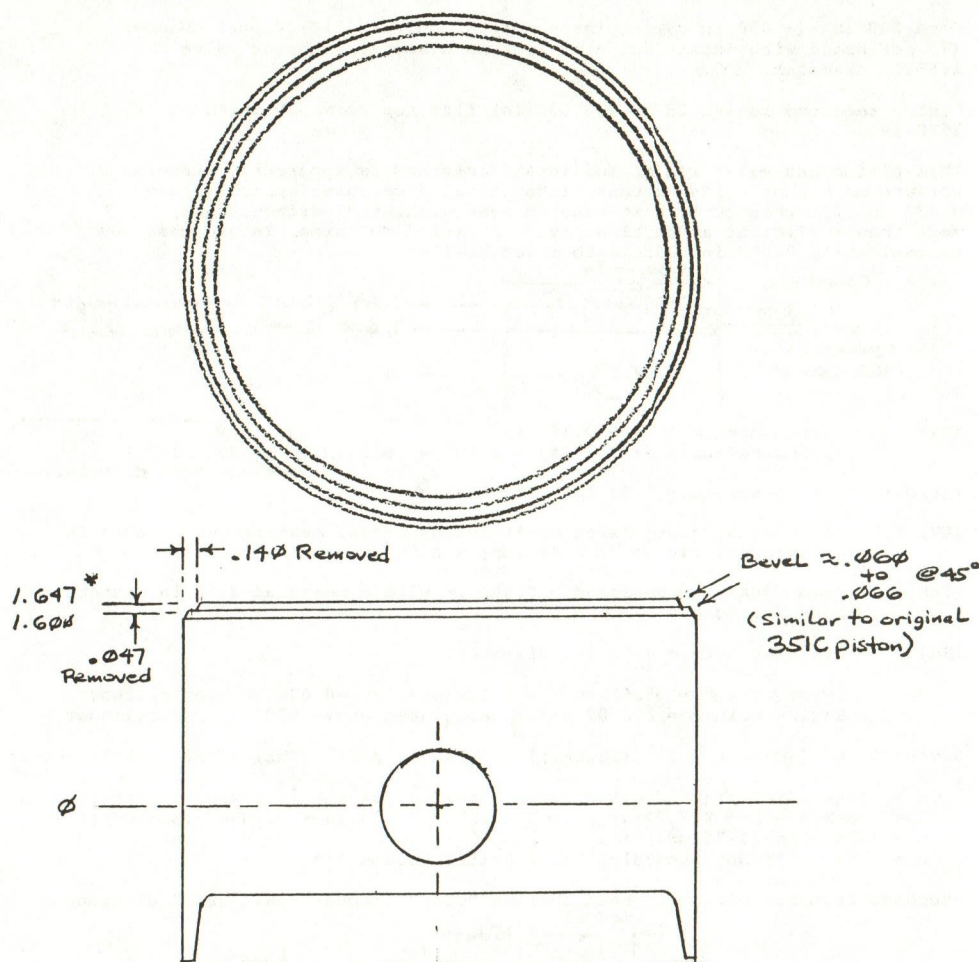
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Ted Daskaris
2/10/86

TRW L2379F 351C FLAT TOP PISTON MODIFICATION TO ENSURE PISTON TO HEAD / CHAMBER SAFETY MARGIN



* 1.647 = Compression height of 351C piston
1.608 = Compression height of 289/302 piston

Piston = TRW L2379F+.030 forged flat top adapted to 289/302
block with 351C-2V open chamber heads

(To be continued in December issue.)

ity to the exhaust manifolds. This would hopefully alleviate the occasional rubber smell from that area that was prevalent during the first few hundred miles of engine break-in operation.

Although I expected the Cleveland head would probably be at a disadvantage to the Windsor head for low engine speeds (with its somewhat compromised squish and quench properties) low end torque while not spectacular is stronger than expected. Power comes on smoothly giving the impression of a broad band torque curve. With the Holley 4360 carb, I would estimate power output at some where near 250HP by 1960's era standards. The C4 automatic does seem to up-shift a bit too soon under wide open throttle conditions. Moreover, the 4360 carb (later replaced) could have used more designed in accelerator pump volume capability as there was an occasional hesitation - particularly when the engine was below approximately 190 degrees operating temperature. However, somewhat of a surprise was the stupendous hill holding compression when in first gear of the C4! (2.46/1 x 3.23/1 axle ratio). On the Falcon's first notable 300 mile trip, I obtained an 18 mpg average with a total 900 miles on the new engine at the end of the trip. Furthermore, there has never been any sign of engine ping under any road load or temperature condition when using the cheapest 88 octane regular gas!

Addendum, Ford 289 in3 Cleveland Engine Project

This addendum chiefly address the refinement of the 289 Cleveland head engine with respect to distributor timing and installation of a new (and more familiar) Holley model 4160 vacuum secondary carburetor. It also outlines my operational experiences with approx 10,000 miles of use.

With curiosity being what it is, I decided to replace my "carryover" Holley model 4360 Economaster carb with a traditional 4V Holley 4160 type of 600 cfm capacity (list 9834). The initial carburetor installation included using a Mr. Gasket "Carb Heat Dissipator", #98, laminate type gasket with completely isolated bores, but engine idle surge sensitivity with the car stopped proved to be a problem. However, this carb and gasket combination was marginally better for some what less off idle acceleration hesitation than the Holley open plenum gasket ultimately used before carb modifications were done. Final installation of the carb included using the open plenum Holley #108-12 heat insulator type gasket.

This particular list 9834 carb delivered a noticeable power increase from the onset, but it proved to be problematical upon initial installation in that poor drivability resulted in the form of part throttle stumble from idle up through approximately 60 mph (some what like a mild on- off switch!). Moreover, fuel economy dropped about 2.5 mpg, and cold start (automatic choke) performance also became critically sensitive in comparison to the 4360.

At this point, I enlisted the aid of Gary Manuel at Spectre Racing Enterprises, Inc. Gary first set up the distributor curve so that initial timing started at 14 degrees BTC and reached full advance of a fairly stout 44 degrees BTC at about 2400 rpm. Gary indicated that the box stock Accel "blue print" distributor did not reach full advance until approximately 4000 rpm. Interestingly, Gary completely deactivated the vacuum advance portion of the distributor, thereby, totally relying on the mechanical advance therein. Since the engine never suffered from ping or detonation with this quick and stout "ideal" timing curve, Gary felt there was little or nothing to be gained by retaining a vacuum advance feature with any additional advance being undesirable for power production or likely ineffectual for fuel economy. (However, I later conducted an experiment by connecting the vacuum advance line to the carb venturi port and discovered that the approx 12 degrees added part throttle advance resulted in a 1 to 2 mpg highway mileage improvement.)

Now with the advance curve properly setup, Gary still found it necessary to modify the 4160

(list 9834) carburetor's primary metering block idle circuits since the accelerator pump "blue" cam and #37 squirter changes were still not adequate in resolving the drivability stumble condition. Gary disassembled the block and enlarged the built in IDLE jets from the stock size of .025 inch to .028 inch after which he re-sealed the metering block. Gary also determined that the main jets for both primary and secondary sections should be increased 3 sizes from stock. Thus, he replaced the primary #64 jets with #67 jets. The stock 6.5 inch power valve was retained. Gary based the carb (and distributor) calibration decisions on his "15 years of experience" with Fords in conjunction past chassis dyno work along with exhaust gas analysis of CO and HC values. I installed the Holley #134-43 secondary metering plate in place of the original #134-39 plate. In retrospect, the Weber power plate that incorporates both idle and main metering external adjustments (which replaces the carb's primary metering block) would have been the most cost effective solution. (I also changed the secondary "black" coded spring to the "short yellow" one based on Gary's recommendation.)

In so far as cold start choke operation is concerned, I discovered that the wire wound heating coil choke assembly that came with the carb would take an excessive amount of time to cause the choke plate to come off line. After repeated checking of the element integrity and installation, I resolved the problem by replacing the assembly with a Holley solid state type heating version (#45-226) along with its associated closed type gasket. Like the 4360, I still retained my "home made" fresh air choke exhaust heat exchanger plumbing.

Once completed Gary adjusted the idle mixture and set idle speed to 650 rpm (in drive). With the engine idling in neutral (approx 800 rpm) Gary measured CO at approximately 5% and HC at approximately 200 ppm. Drivability is now quite excellent, but local driving fuel economy (approx 12 to 13 mpg) still is off almost 2 mpg when compared to the 4360 carb. A short time later, I drove about 1000 miles and obtained an approximate 17 mpg average for the entire journey. This also represents about a 1 to 2 mpg loss with respect to the 4360 carb. That is when I decided to install the vacuum advance line and discovered that with conservative 60 mph extended highway driving that I was able to obtain a typical of 18 mpg. At one time I obtained 22 mpg! Though cooling capability did improve some on hot days since the new carb was properly jetted, cooling ability still remains as a problem. It is interesting to note, too, that engine vacuum at idle has improved to 15 inches of Hg compared to the original 12 - more than likely due to engine break-in.

During the process of doing the distributor and carb debug, I decided to dynamically adjust the hydraulic valve lifters since only the static adjustment had been done during initial engine assembly. (One lifter had become slightly noisy). Initially the lifters were adjusted for 3/4 turn C.W. from the "rattle" point, and this seem to be considerably more noisy than the original 1 turn C.W. static adjustment! I then discovered that the "tin" oil baffles within the Ford Motorsport aluminum valve covers showed signs of being rubbed against by cylinders' #4 and #5 exhaust valve rocker arms (at the push rod side of the rocker) thus causing much of the valve train noise being transmitted. I resolved this by grinding away some material from the baffles, dynamically adjusting all valves 1 turn C.W., and installing the valve covers skewed as much as possible away from the errant rockers. I did not expect this to be a problem because the actual lift measures close to .470 inch which is very similar to the factory BOSS 302 which I believe used an earlier rendition of essentially the same valve covers! Unrelated to this except for valve cover gasket integrity, oil consumption has been about 1 quart for 1000 miles of driving using Penzoil "PZL Turbo" 10w30 oil. Oil consumption, however, does increase on hot days with the engine operating at an oil thinning 210+ degrees during prolonged highway driving.

Observations and Conclusions:

Occasionally, during some wide open throttle driving conditions, acceleration actually increases some what when the throttle is backed off suggesting that the secondary opening is

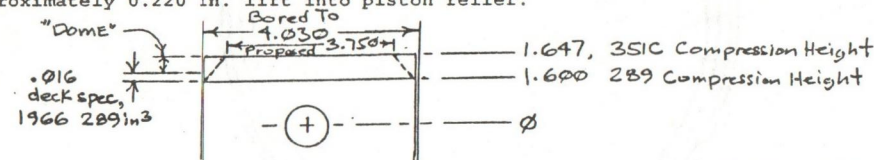
February 10, 1986
Ted Doskaris

289 Cleveland Head Compression Ratio Calculations Based on Derived Formula:

Ford 289 in³ (+.030 in over) piston adaptation for 351C-2V open chamber (76 cc) heads with intake valve of 2.02 in diameter, exhaust valve of 1.65 in diameter.

Piston selected is TRW 2379F (+0.030 in) flat top normally intended for 351C-4V.

This piston has valve relief for intake only and is apparently mirrored for use on either cylinder bank. Exhaust valve measures approximately 0.330 in lift when outer most edge is even with head surface; thus, more than sufficient at critical overlap period TDC area. Intake measures approximately 0.220 in. lift into piston relief.



(DV) Piston dome volume = 0.368 in³
Approx calculated: $[(1.647 - 1.600 - .016) \times \pi (3.89 / 2)^2]$ average dome diameter

(Stroke) Piston stroke = 2.87 in. for 289 in³ engine.

(HV) 76 cc head volume (also confirmed by actual measurement) = 4.64 in³
Calculated: $[76 \text{ cm}^3 / (2.54 \text{ cm})^3] \times 1 \text{ in}^3$

(THK) Head gasket, compressed = 0.040 in with a measured 4.06 in diameter bore for Gdia.

(Bdia) Cylinder bore = 4.03 in. diameter.

Swept volume = 36.61 in³, calculated at +0.030 in. per cylinder
Engine volume = 292.87 in³, calculated at +0.030 in. per cylinder

Given: CR = $[\pi (Bdia / 2)^2 (Stroke)] / [\pi (Gdia / 2)^2 (Thk) + (HV - DV)] + 1$

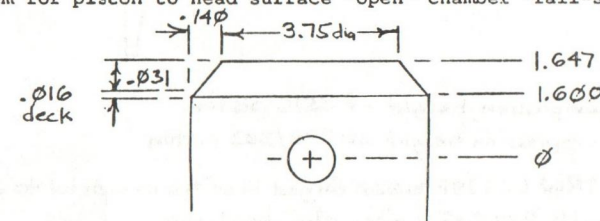
CR = $[\pi (4.03 \text{ in} / 2)^2 (2.87 \text{ in})] / [\pi (4.06 \text{ in} / 2)^2 (.040 \text{ in}) + (4.64 \text{ in}^3 - .368 \text{ in}^3)] + 1$

CR = $[\pi \times 4.06 \text{ in}^2 \times 2.87 \text{ in}] / [\pi \times 4.12 \text{ in}^2 \times .040 \text{ in} + (4.64 \text{ in}^3 - .368 \text{ in}^3)] + 1$

CR = $[(36.61 \text{ in}^3 / 4.79 \text{ in}^3)] + 1$

CR = 8.64 *** Not Including Valve Relief Volume ***

Proposed trim for piston to head surface "open" chamber "fail-safe" clearance:



People / Businesses:

1) Al Fitting
Al's Automotive
14338 State Highway 49
Grass Valley, California 95945

2) Al Hubbard
Al Hubbard Machine
21030 Meekland Avenue
Hayward, California 94541

3) Gary Roughly
B & A Ford Performance, Inc.
P.O. Box 6553
Fort Smith, Arkansas 72906

4) Jean Batteux
Batteux Engineering
23000 Connecticut, #7
Hayward, California 94545

5) Competition Cams
2806 Hanger Road
Memphis, Tenn. 38118

6) Gary Manuel
Spectre Enterprises, Inc.
2691 Spring Street
Redwood City, California 94063

7) Steve Zlatunich
Professional Sheet Metal Mechanic
(Address withheld)

To Establish Compression Ratio Formula:

DEFINITIONS:

Compression Ratio (CR) = Total Volume (TV) / Chamber Volume (CV)

Total Volume = Swept Volume (SV) + Head Gasket Volume (GV) + CV

Swept Volume = $\pi \times (\text{Bore diameter} / 2)^2 \times \text{Stroke}$
Bdia

Head Gasket Volume (GV) = $\pi \times (\text{Gasket diameter} / 2)^2 \times (\text{Compressed Thick})$
Gdia Thk

Chamber Volume (CV) = Total Volume (TV) - SV OR:

Chamber Volume (CV) = Head Volume (HV) + GV - Piston Dome Volume (DV)

Dome Volume (DV) = (Compression height - Deck) $\times (\text{Bdia} / 2)^2 \times \pi$

FORMULA EVOLUTION:

{CR = TV / CV}

TV = SV + GV + CV

SV = $(\text{Bdia} / 2)^2 \pi (\text{Stroke})$

GV = $(\text{Gdia} / 2)^2 \pi (\text{Thk})$

{CV = TV - SV

CV = HV + GV - DV}

Thus:

TV - SV = HV + GV - DV

TV = HV + GV - DV + SV

CR = $(\text{HV} + \text{GV} - \text{DV} + \text{SV}) / \text{CV}$

CR = $(\text{HV} + \text{GV} - \text{DV} + \text{SV}) / (\text{HV} + \text{GV} - \text{DV})$

CR = $[(\text{HV} + \text{GV} - \text{DV}) / (\text{HV} + \text{GV} - \text{DV})] + [\text{SV} / (\text{HV} + \text{GV} - \text{DV})]$

CR = $[\text{SV} / (\text{HV} + \text{GV} - \text{DV})] + 1$

Substitution results in:

CR = $[(\text{Bdia} / 2)^2 \pi (\text{Stroke})] / [\text{HV} + (\text{Gdia} / 2)^2 \pi (\text{Thk}) - \text{DV}] + 1$

Resulting in final formula:

CR = $[(\pi (\text{Bdia} / 2)^2 (\text{Stroke})) / [\pi (\text{Gdia} / 2)^2 (\text{Thk}) + (\text{HV} - \text{DV})]] + 1$

too soon - probably because of the carb yellow diaphragm spring chosen in conjunction with my (then) single snorkel closed type air cleaner. The purple spring may be a better choice. I also suspect that the carb 600 CFM rating is unnecessarily larger than desired adding to this effect. I did add a second snorkel to the air cleaner to assure that the carb secondary opening point would properly function by avoiding possible pressure differences.

Ideally, I think the best carb choice would be a spread bore 4V type with vacuum equipped secondaries of about 500 cfm capacity given my 289 engine's configured compression ratio and power band. A Carter AFB type may prove to be a very good choice. Practically though, I suspect the Holley 450 CFM vacuum secondary carb (list 4548) would be a good compromise choice for drivability, fuel economy and power with a minimum of "out of the box" modifications required.

In retrospect, the most cost effective thing I should have done was to optimize the Holley model 4360, 450cfm spread bore mechanical secondary carb that I already had with richer jetting and accelerator pump linkage setting.

Furthermore, contrary to some published cautions about "open chamber heads being detonation prone", my experience strongly causes me to conclude that the engine could very well tolerate a slightly higher CR (9.0 to 9.5) and still not suffer from ping or detonation using regular grade gasoline - though distributor recalibration and the vacuum advance feature might then be a required necessity. At no time in the accumulated 10,000 or so miles of driving to date has detonation or pinging been noticed - even with the initial leaner calibrated 4360 carb installation. (Engine cylinder compression measures 150 lbs/in2.) In order to still retain the benefits of flat top pistons, however, I believe the best way to achieve the higher CR would be to use the 302 in3 engine's stroke which should produce an approx CR close to 9.0 compared to my 289's present 8.6. Consequential results to be expected would be slight improvements in fuel economy, power production and drivability with some what less heat transferred to the cooling system.

As for engine cooling, my 3 core radiator of stock narrow dimension is barely adequate where I live, but for added margin or in hot climates I would choose a 4 core variant of my original (often called the "desert cooler" version marketed for '65, '66 Mustangs) or adapt a wider 3 core A/C "flangeless" type that can be obtained from a small block V8 '68 Fairlane with its top and bottom rubber iso mounts. (I saw and measured one at an auto wrecker.) The radiator bulkhead, however, would have to be opened up for more air flow area in order to make use of it; something I care not to do. Another possibility is to adapt the Modine # 916 heavy duty cross flow radiator from the 1983/4 V6 Ford Ranger pickup. This radiator is a 3 core but is specified at 2 1/4 inch thick and is almost 13% greater in area - mostly due to a more usable height. I do plan to address this remaining problem. Battery location or its stock crossways orientation should remain unaffected because either of these radiators' widths extends and ends to about where the original stock radiator mounting flange terminates. However, the battery tray's hold down may have to be altered with the lip removed for the cross flow radiator, and the passenger side water pump outlet must be plumbed to the driver side radiator tank.

One last cooling observation deserves stating. During the winter of 1986, I noticed fuel economy drop about 2 mpg along with sluggish performance and traced this to my "temporary" 160F degree thermostat that I had installed the prior summer. The cooler thermostat did virtually nothing to improve cooling ability during hot days but did impair performance when it was able to control engine operating temperature at 170 degrees during the winter months. I changed back to the 180F degree thermostat (190 degrees operating temperature) after which fuel economy and performance were immediately restored. This engine definitely does not like to run less than 190 degrees.

As far as the B & A intake manifold is concerned, it has performed very well. Once carbure-

tor and distributor timing calibrations were completed, engine drivability and performance characteristics could best be described as butter smooth with authority making for very pleasing driving. When power at speed is needed, carb secondary operation does impart a strong personality. The engine mechanicals are also fairly quiet, too. I did have to re-torque the intake bolts during the first 1000 miles a couple of times as a water leak developed at the front head area due to intake gasket relaxation. Since then no re-occurrence of any leaks has been evidenced. No vacuum leaks have ever been detected, either. One last area of thought I have is with the longevity of the heat cross over passage casting "freeze" plug that was installed in my particular manifold. I wonder if this would corrode out after several years of driving because of high sulfur grade fuels with sulfuric acid being one by-product of combustion. A screw in plug like many stock manifolds have may be more enduring.

Ford 289 in3 Cleveland Engine Parts List

ITEM:	QTY:	MFG:	P/N:	COMMENTS:
Intake Manifold, 4V	1	B&A Ford Perf.	101	"Street Boss" alum 180
Intake Bolt Set	1	Ford Mtr Sport	M19013A351	Chrome plated, Allen
Cylinder Head	2	Ford		1974, 351C 2V
Head Bolt	20	B&A Ford Perf.	105	Hardened grade 8, 7/16
Head Bolt Washer	20	Mr. Gasket	87	Hardened
Exhaust Manifold pair	1	Ford		From 1972 Ford 400in3
Carb, 4V Std. Flange	1	Holley	9834	Model 4160 vac sec.
Gasket, Carb to Man.	1	Holley	108-12	Open plenum, insul.
Choke Assy, Electric	1	Holley	45-226	Solid state element
Main Metering Jet	2	Holley	122-67	#67 supplied by Spc.
Secondary Metering Jet	1	Holley	134-43	Metering body type
Secondary Spring Kit	1	Holley	20-13	7 spring selection
Primary Bowl Gasket	1	Holley	108-33	Supplied by Spectre
Primary Block Gasket	1	Holley	108-31	Supplied by Spectre
Secondary Plate Gasket	1	Holley	108-27	Pack of 5, 1 req.
Secondary Block Gasket	1	Holley	108-30	Pack of 5, 1 req.
Transfer Tube O Ring	1	Holley	26-37	Pack of 2
Distributor Assembly	1	Accel	9206	"Blueprint", adj vacuum
Ignition Wire Kit	1	Accel	160040	8 mm RFI suppression
Electronic Ignition	1	Autotronic Cntl	6200	MSD 6A multispark type
Ignition Coil	1	Ford		Stock coil
Spark Plug	8	Autolite	A15	14mm (Motorcraft AF42)
Valve Cover Pair	1	Ford Mtr Sport	M6582A342	Cast Aluminum, polished
Valve Cover Bolt	16	CamCar(Textron)	1/4-20X7/8	Black Allen
Valve Cover Lock Wshr	16	Surplus Store		Black anodized
Valve Cover Flat Wshr	16	Surplus Store		Black anodized
Piston, Aluminum	8	TRW	L2379F30	Forged flat top, +.030
Piston Ring Set	1	Speed Pro		9343.35
Camshaft, Hydraulic	1	Competition Cams	31-216-2	"High Energy", 260 deg
Valve Lifter Set	1	Competition Cams	832-16	Hydraulic
Valve Spring Set	1	Competition Cams	972-16	Dampers included
Push Rods, Boss 302	16	TRW	48817	5/16 X 7 41/64 hardened
Timing Chain Set	1	TRW	2111SS	Double roller
Rocker Arm Kit	16	TRW	44069K	Boss 302, w sled & nut
Screw-in Stud	16	TRW	47017	7/16-20 Boss 302/351
Jam Nut, plated	16	PFC	7/16-20	supplement nut
Guide Plate Set	1	Crane	52650-1	Hardened, for 5/16 rods
Con Rod Bolt Set, 5/16	1			Supplied by Al Hubbard

ITEM:	QTY:	MFG:	P/N:	COMMENTS:
Oil Pump, Cast Iron	1	TRW	50048	High Volume with drive
Oil Pump Pickup	1	TRW	52030D	With filter screen
Fuel Pump, 260/ 289	1	TRW(Carter)	55087	Replaceable filter elem
Water Pump, Cast Iron	1	TRW	FP1456	Outlet, passenger side
Main Bearing Set	1	TRW	MS2590P	Standard size, CL77
Cam Bearing Set	1	TRW	SH510S	Standard size, CL77
Con Rod Bearing Pair	8	TRW	CB676P	Standard size, CL77
Crank Damper	1	Ford	C5AZ6316B	Marked to 30 degrees
Flex Plate, C4	1	Ford	C3AZ6375L	Externally Balanced
Swirl-Flex Fan	1	Hayden	3717	7 blade, 17 inch dia.
Fan Shroud	1	Ford	C3DZ8149B	(Classic Mustang, Inc
Shroud Bracket	4	Ford	C3DZ8149B	Forestville, CT.)
Alternator Pulley	1	Ford	C5AZ10344L	Dual sheave, machined
PCV valve	1	Fram	FV197	Right angle hose conn.
Oil Filler Cap, Twist	1	Rex(Parker)	A91VP	Bright Zinc PVC recp.
Oil Filler Cap, Twist	1	Rex(Parker)	C82VP	Bright Zinc breather
Oil Prsr Switch, 260	1	Standard	PS10	For indicator light
Temperature Sender 260	1	Standard	TS17	For stock gauge
Thermostat	1	Carol		180 degree
Oil Filter	1	Fram		PH8A
Paint, Ford Light Blue	2	VHT	SP134	Spray enamel can
Front Cover Gasket Set	1	FELPRO	TCS45168	Includes front seal
Rear Crankshaft Seal	1	FELPRO	BS30136	Neoprene
Oil Pan Gasket Set	1	FELPRO		1809
Exhaust Manifold Gskts	1	Mr Gasket	263	Pair for 351C 2V
Head Gasket Set	1	B&A Ford Perf.	301	(FELPRO 11780)
Intake Gasket Set	1	B&A Ford Perf.	104	Unique water passage
Valve Cover Gasket Set	1	FELPRO		508R
Thermostat Gasket	1	Gates	33633	Self adhesive, one side
Engine Oil Supplement	1	General Motors	01052367	Rec by Comp Cam
Moly Paste, 4oz Tube	1	Moroso	35000	Rocker arms etc. use

ANCILLARY:

Automatic C4 front seal	1	Ford	C2AZ7A248A	For torque converter
Nut, Cnvtr to flexplate	4	Ford	MM169	Self clinching
Voltage Regulator, Alt	1	Wells/Ampco	VR741	Electronic, 38Amp Alt
Degree Wheel, 11 inch	1	Moroso	62190	For check of cam timing
Oil pump adapter drive	1	Moroso	62210	For electric drill

Ford 289 in3 Cleveland Engine Information Sources

Publications:

- 1) Pat Ganahl's "Ford Performance"
- 2) Petersen's "Complete Ford Book, 4th edition"
- 3) Petersen's "Basic Cams, Valves and Exhaust Systems"
- 4) Petersen's "Basic Engine Hot Rodding, No. 2"
- 5) SA Design "Performance with Economy"
- 6) HP Books "How To Rebuild Your Small Block Ford"
- 7) HP Books "Ford V8, 351C-351M-400-429-460"